

INTERESTING INFORMATION ON TOURING ABROAD

Wallace Nutting, who has a nationwide reputation as an artist of considerable note, and who is especially well known in the New England States, writes very interestingly of motor conditions relative to a tour on the continent, where he and his party have been touring in a Stevens-Duryea for several months past.

He emphasizes the fact that the tourist of the present time does not need to encounter the difficulties and annoying experiences that a few years ago seemed almost inevitable. Arrangements can be made to place your car in the hands of a high class tour-broker at Boston or New York, who will attend to all matters such as procuring membership in the Touring Club of France, and the Auto Association of Great Britain, and will see your car shipped and through the customs at each end, doing these additional services very promptly and without extra charge.

Many things have been done in the past few years to aid the tourist in securing desirable accommodations. Carefully prepared maps with descriptive matter as to points of interest can be secured by the traveler at his port of embarkation. The distances from point to point are correct, and the points of interest so marked that it is impossible to make an error by carefully following out the directions as given.

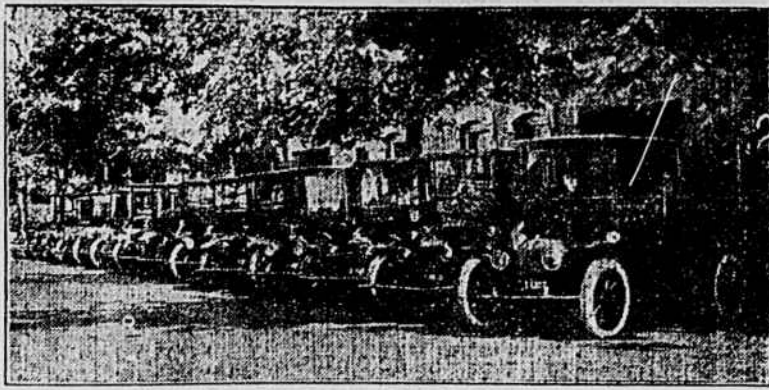
As commonly known the roads on the Continent are generally in good repair. Especially one does not need to consult a map concerning their grade and character, because both are always good. Many points marked "steep descent" on the maps are gentle grades which we should scarcely mention in America. There is, however, one important exception relative to good roads; those running into Paris are notorious for rough pavements, though the pavement in the city is good.

A serious annoyance to the tourist is the fact that the famous city of Paris stops every motor coming into the city, measures the cubic size of the "essence" tank, measures the depth of the "essence" then asks you how much you have, disputes you, and, after delaying and haggling while one might get twenty miles, finally assesses a heavy duty, 20 centimes a liter, or about 26 cents a gallon on what they think you have aboard. The above tax at Paris is about the same everywhere, but in town over what he has to pay out of town on "essence." Consequently on leaving the city one generally buys just outside the line. Many cities, including Lyons, have been modern enough to abolish this tax, but a great number stop one to ask if there is any food aboard.

Tourists in France should be warned not to blow the Klaxon or light the head lamps in Paris. To do either is almost certain to cause arrest, but no one is ever arrested for speeding in or out of Paris, and the pedestrian who is run over has actually often been fined for being in the way. Owing to the great speed of so many motor cars, it is necessary to drive very cautiously.

Formerly it was no uncommon thing for a tourist to be obliged to remain for a considerable length of time at one place, in order that repairs might be made upon his car, but the high development of the motor car today has almost eliminated this objectionable feature. In this connection, Mr. Nutting writes at the close of a recent letter: "You will be interested to know that we have not spent a cent on our Stevens-Duryea since leaving America. We have toured Italy and France, so far making 4,500 miles, and after careful examination of the mechanism can find nothing to do, as it is running like silk, and not a nut or a screw loose."

Auto Out-Climbs Horse.
A hill-climbing contest between a horse and an automobile was the feature number one on the program at a monster German-Lux motor picnic at West Ely, Mo., recently. The best horse on the field was selected, attached to a light buggy, and an attempt made to ascend a steep, sandy hill. After three attempts the buggy gave up the contest. The specially designed six-wheeled automobile, the "single impossible" task accomplished in the "single impossible" task.



PART OF THE FLEET OF THE OREGON TAXICAB COMPANY OF PORTLAND, ORE., ENTIRELY EQUIPPED WITH UNITED STATES "NOBBY TREAD" TIRES.

PUBLIC ROADS SPEEDWAY GREAT TEST FOR TIRES

Three Events at Tacoma Won by Drivers Who Used Tires of Firestone Make.

Race fans and others in Tacoma, Wash., and for hundreds of miles around, were treated to some speedy driving on July 3 and 4, which they will not soon forget. The Montanara Feste Road races furnished the excitement.

No graded track with saucer turns helped the motorists in this race. Public roads constituted the speedway, and, considering the bad condition of these travel-worn highways and the terrific heat of the sun, the highest average speed attained of 73.63 M. P. H. was certainly remarkable.

The races consisted of three events, a 100-mile race, a 200-mile race and a 250-mile event. Ranches and their families left their duties to gather along the way and gaze in open-mouthed amazement at the sporting forms dashed by like the wind. A treat of this kind is not theirs every day.

If tires were ever put to the test, they were in this race. The first race was won by Jim Parsons at an average speed of 73.63 M. P. H. The second race was a draw between Cooper and Hughes, both cars crossing the line practically simultaneously. The third and most important was a 250-mile race, won by Cooper at an average speed of 73.63 M. P. H. Jim Parsons also won honors in this race, taking fourth place.

Firestone tires were used by Jim Parsons and Cooper, and they attribute their successes to the wonderful endurance of their tires. Parsons drove two of his tires through the entire three races without change. Cooper had only five changes in all three races. A remarkable record, all things considered.

RANEY APPOINTED LOCAL STEARNS KNIGHT AGENT

T. D. Raney, of 1643 West Broad Street, has secured the dealership for the Stearns-Knight type cars for Richmond and vicinity. Mr. Raney is a recent addition to the automobile business in this section, having for the past seven years been connected with the E. B. Stearns Company in their home city, Cleveland, O. He has a thorough knowledge of the Stearns product, and is very enthusiastic about the Knight motor.

ICELANDERS USE AUTOS ON TREACHEROUS TRAILS

The treacherous trails of Iceland furnish difficulties enough to discourage the most optimistic American motorist. There are few roads worthy of being dignified by the name, and gasoline stations are practically unknown. Before the advent of three-wheeled automobiles all of the traveling on the island was done on foot or horseback, as the entire country is of bare volcanic rock.

The first car owned in the land of the Northern Lights was a special hand-built body mounted on a current model Overland chassis, purchased from the Overland agency recently opened at Reykjavik, Iceland. It was the first self-propelled vehicle ever operated in the country.

The demonstration made by this car during operation over the pony paths of the island, was followed by two more orders from residents of the frozen country.

HORSE TAILS USED IN AUTOMOBILE UPHOLSTERY

This is a horse tale all about horses' tails and their relation to comfort and luxury in high-grade motor cars.

Instead of being a blister to the motor car industry, the horse is an almost indispensable essential. A plausible deceiver in a spirit of fun might tell you that upholstery in motor cars is built up of cocoon hair. But a trip to the E. B. Stearns Company plant, Cleveland, O., where the Stearns-Knight car is produced, will completely disprove that.

Into the upholstery of every car goes the cleaned, sterilized and curled tail and mane hair from twenty-five to thirty horses.

"Horse hair is used in varying amounts in all high-grade motor cars," says officials of the Stearns Company.

SAXON ENDS 3,389-MILE TRIP OVER LINCOLN WAY

Arrival in San Francisco ended the 3,389-mile trip of the Lincoln Highway Saxon car across the continent from New York. According to a dispatch from San Francisco, the car reached its destination July 4 on schedule time, arriving in excellent mechanical condition, and averaging thirty miles to the gallon of gasoline and 150 miles to the quart of oil on its long journey. This Saxon holds the distinction of being the first automobile to traverse the Lincoln Way on a continuous run, and the first car of its size and price ever to cross the continent.

The true Far West spirit marked the reception given the car and its drivers, M. A. Croker and Fred Wilkins, at the completion of the run. An escort party went twenty-five miles out of San Francisco and piloted the coast-to-coast Saxon into the city. Enthusiasm among the crowds that awaited the arrival of the car was at a high pitch, and many cheers went up when the ocean-to-ocean traveler paraded through the streets of the city. Upon reaching San Francisco Pilot Croker drove the front wheels of the car into the Pacific Ocean, so as to make the trip literally an ocean-to-ocean run. He also emptied a bottle

of water carried from the Atlantic on the whole Lincoln Highway. Ocean into the Pacific Ocean. This unique ceremony at the end of the run was similar to that at the start, when the rear wheels of the car were dipped into the Atlantic Ocean.

The finish of this coast-to-coast journey proved spectacular, the Saxon Reno to San Francisco, in two days, showing a remarkable burst of speed in covering the last 250 miles, from Reno to San Francisco, in two days. For a considerable way of this distance the road leads down-hill across California, but the route in the Lake Tahoe district provides one of the severest tests in the way of mountain-climbing.

A run of 185 miles in a day, between Kimball, Neb., and Denver, Col., was the record mileage made by the coast-to-coast car. Runs of 170 miles and more were frequent west of the Mississippi, despite the fact that for the most part the road is almost one continuous uphill climb.

Over all kinds of roads and hills, and through all kinds of weather, this car maintained the schedule mapped out for it at the start of the run. It crossed the long grades of the Alleghenies between New York and Canton, Ohio, without requiring the addition of extra water in the radiator.

It plowed through hub-deep mud and sand, and negotiated washed-out roads, where the water at times came up almost even with the radiator.

Before undertaking this trip, the same car made a run of 135 miles a day for thirty consecutive days in Detroit. The 1,020 miles which it covered on that occasion, coupled with the distance of 3,389 miles across the Lincoln Highway, have brought its total for sixty days of travel up to 7,439 miles, or the equivalent of two years of service in the hands of the average owner.

In automobile circles this run has been a much-discussed event. The performance of the Lincoln Highway Saxon car is taken to indicate the progress that has been made in the art of building automobiles. It is recalled that up to a few years ago even the highest-priced, most powerful motor cars would hardly have attempted the feat that has just been accomplished by the 1915 Saxon.

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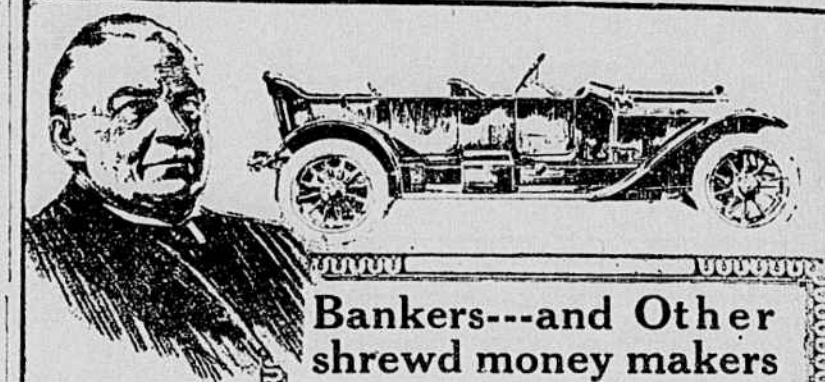
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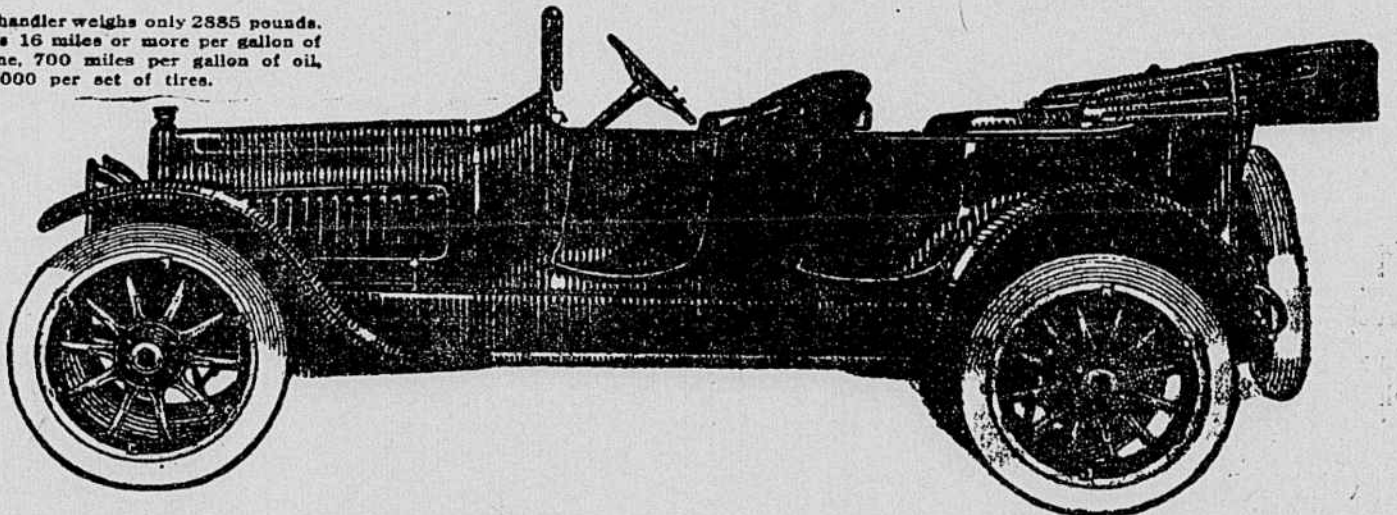
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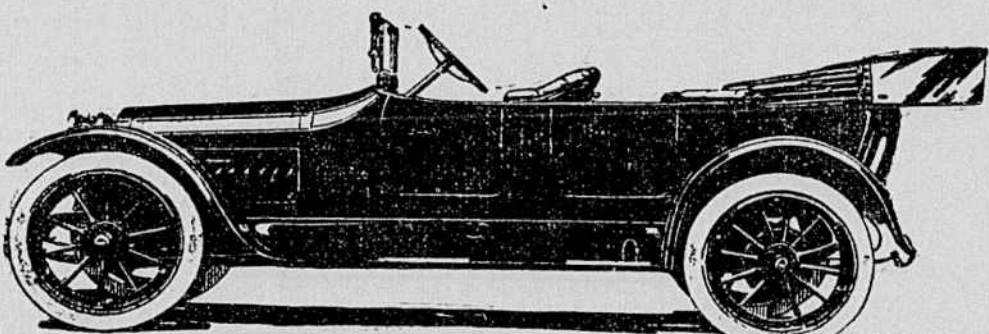
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